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Improving global road safety

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Note by the Secretary-General

The Secretary-General hereby transmits the report on improving global road safety, prepared by the World Health Organization in consultation with the United Nations regional commissions and other partners of the United Nations Road Safety Collaboration.

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Improving global road safety

Summary

The report, prepared by the World Health Organization in cooperation with the United Nations regional commissions and other partners of the United Nations Road Safety Collaboration, provides an update on the implementation of the recommendations contained in General Assembly resolutions 58/289, 60/5, 62/244, 64/255, 66/260 and 68/269. It provides a description of activities and achievements by the global road safety community in pursuance of the objectives of the Decade of Action for Road Safety (2011-2020) since the previous report (A/68/368). Given that 2015 marks the midpoint of the Decade, there is a need to take stock of activities and events by Governments and other stakeholders to implement the recommendations made in the resolutions and to meet the goal of the Decade. Governments and other stakeholders continue to draw attention to the problem around the world and to prepare for high-level events that will drive action during the next half of the Decade to reduce road traffic accidents and their consequences for public health and development. The report contains recommendations to the Assembly for achieving the goals of the Decade.

I. Introduction

1. Annually, some 1.24 million people are killed on the world's roads and up to 50 million are severely injured. The African region has the highest fatality rate and the European region the lowest. Half of all road traffic deaths involve vulnerable road users, which include pedestrians, motorcyclists and cyclists. While countries have attempted to address the key risk and protective factors such as speeding, drinking and driving, the non-use of motorcycle helmets, seat belts and child restraints, as well as infrastructure and vehicle safety through legislation and other measures, enforcement in many areas remains weak.

2. On the basis of the mandate to coordinate road safety activities conferred on it by the General Assembly in resolution 58/289, the World Health Organization (WHO) continues to cooperate closely with the United Nations regional commissions and the 80 member organizations of the United Nations Road Safety Collaboration. WHO convenes meetings of the Collaboration twice a year to update and plan activities among organizations with common interests.

3. Since 2004, the General Assembly, in several resolutions, has called attention to the global road safety crisis and the need for improvement. In its resolution 68/269, the Assembly reiterated its invitation to Governments to take a leading role in implementing the activities of the Decade of Action for Road Safety (2011-2020), while fostering multisectoral collaboration; invited Member States, international organizations, development banks and private sector companies, among others, to consider providing adequate and additional funding to activities relating to the Decade; encouraged Member States and the international community to take road safety into due consideration in the elaboration of the post-2015 development agenda; and welcomed the offer by the Government of Brazil to host the second high-level global conference on road safety, to be held in 2015.

4. The present report is the third submitted in response to General Assembly resolution 64/255 (2010), in which the Assembly proclaimed the period 2011-2020 as the Decade of Action for Road Safety, with the goal to stabilize and reduce the forecasted level of road traffic deaths in the world. It provides a description of activities by United Nations organizations, global road safety agencies, the private sector and civil society since the previous report (A/68/368) and covers the period from September 2013 to August 2015.

II. Progress on the Decade of Action for Road Safety

5. In its resolution 68/269, the General Assembly invited the Secretary-General to continue to promote effective international cooperation on road safety issues, including in the broader context of sustainable transport, and encouraged further efforts to strengthen coordination of the work of the United Nations system. The Secretary-General appointed a special envoy for road safety to assist in mobilizing sustained political commitment by advocating adherence to and raising awareness about the United Nations legal instruments on road safety, sharing good practices through participation in global and regional conferences and generating funds for advocacy efforts. The Economic Commission for Europe (ECE) provides secretariat support to the Special Envoy. Since his appointment, the Special Envoy has held bilateral high-level meetings with national Governments, agencies of the United

Nations system, international institutions and non-governmental organizations in Africa, the Americas, Asia and Europe. A structured process of consultations with relevant stakeholders has also been launched.

6. Also in its resolution 68/269, the General Assembly welcomed the offer by the Government of Brazil to host the second high-level global conference on road safety in 2015. The conference, to be held on 18 and 19 November 2015 in Brasilia, is an opportunity to assess progress and bring new impetus to the Decade of Action by reaffirming country commitments and proposing new strategies for the next five years, in the light of the sustainable development goals. The Government has set up a national organizing committee and a website for information about the conference, registration and requests for side events (www.roadsafetybrazil.com.br/en). The programme includes discussion of key achievements in the Decade, next steps to accelerate progress towards achieving the goal of the Decade, key strategies and activities needed to achieve the reduction in road safety fatalities included in the proposed sustainable development goals, and setting national and global targets and indicators for road safety. The expected outcome document is a declaration on road safety, which will encourage, among other things, a transparent and participatory multisectoral process to develop national, regional and global targets to reduce road traffic fatalities. A briefing for Member States and missions was held during the sixty-eighth World Health Assembly, in 2015. The content of the declaration was developed through a month-long online open consultation, as well as informal intergovernmental negotiations in March, June and September 2015.

7. In the same resolution, the General Assembly requested WHO and the United Nations regional commissions to facilitate the organization of activities during 2015 for the third United Nations Global Road Safety Week. Events in at least 105 countries involving multisectoral road safety stakeholders marked the Week and its campaign #SaveKidsLives, highlighting the plight of children on the world's roads to generate action to better ensure their safety. Events around the world included children delivering the Child Declaration for Road Safety to policymakers; children reporting on road safety in national or local media; improving road safety on routes to and from schools and around school grounds; promoting the wearing of helmets for child cyclists and motorcyclists; advocating the use of child restraints; showing children how to safely cross roads; offering first aid demonstrations; remembering child victims of road traffic accidents; hosting the European Union Open Doors Day, dedicated to road safety; organizing the Child Road Safety in the Americas Congress, held in San José; and presenting the Child Declaration for Road Safety to the Executive Director of the United Nations Children's Fund (UNICEF), the Special Envoy of the Secretary-General for Road Safety, the WHO Director for Management of Non-Communicable Diseases, Disability, Violence and Injury Prevention, the celebrity road safety ambassadors, Michelle Yeoh and Zoleka Mandela, and officials of New York City. WHO released a document containing 10 strategies for keeping children safe on the road, an infographic and related material. Coverage of the Week featured prominently on social media and was reflected in local print and broadcast media in many settings.[1]

8. Also in the same resolution, the General Assembly reaffirmed the importance of continuing to raise awareness about global road safety through the World Day of Remembrance for Road Traffic Victims, on the third Sunday of November every

[1] See www.who.int/roadsafety/week/2015/en/.

year. In 2013, the focus of the Day was on "Roads that are safe for all". In 2014, the theme of the day was "Speed kills — design out speed", which focused on the need for improved vehicle safety and for consumer information about the safety performance of motor vehicles and minimum crash test standards.

III. International legal instruments, resolutions and policy instruments

9. In its resolution 68/269, the General Assembly encouraged Member States that had not yet done so to consider enacting comprehensive legislation on key risk and protective factors in order to increase the proportion of countries with comprehensive legislation to 50 per cent by the end of the Decade of Action. The Assembly further encouraged Member States to strengthen their enforcement of existing road safety legislation on the risk factors.

10. The harmonization of international road traffic safety standards continued at ECE. At the time of preparation of the present report, the number of contracting parties to the 1949 Convention on Road Traffic was unchanged, at 95. One new contracting party joined the 1968 Convention on Road Traffic, bringing the total number to 73, and another joined the 1968 Convention on Road Signs and Signals, bringing the total number of contracting parties to 63. Two contracting parties joined the 1971 European Agreement supplementing the 1968 Convention on Road Traffic, bringing the total number to 35, and one contracting party joined the 1970 European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport, bringing the total number to 51.

11. Most countries with a major automotive industry are contracting parties to two main United Nations international agreements: the 1958 Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions and the 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles. A mutual resolution for the two agreements has been developed to ensure consistency between them.

12. ECE organized four global and regional events to raise awareness about the United Nations conventions and agreements and to provide technical assistance to countries for accession. They were the Europe-Asia Road Safety Forum, held in New Delhi in December 2013, organized in partnership with the Ministry of Road Transport and Highways of India, the Institute of Road Traffic Education and the International Road Transport Union and in collaboration with the Economic and Social Commission for Asia and the Pacific (ESCAP); the United Nations Road Safety Treaty Day, held at United Nations Headquarters in June 2014, in collaboration with the Office of Legal Affairs, the Regional Commissions New York Office and the International Road Transport Union; and two workshops on improving road safety in Africa, held in Addis Ababa, for English-speaking countries in November 2014, and for French-speaking countries in July 2015, in partnership with the Economic Commission for Africa (ECA). ECE also undertook awareness-raising activities and seminars to promote the United Nations legal

instruments on road safety, jointly with the Euromed transport project sponsored by the European Union.

13. The ECE Working Party on Road Traffic Safety met five times between September 2013 and August 2015, in Geneva and New Delhi. The Working Party, together with the World Forum for Harmonization of Vehicle Regulations, reviewed and considered proposals for amendments to the 1968 Convention on Road Traffic to maintain consistency between the Convention and the provisions of vehicle regulations adopted in the framework of the 1958 and 1998 agreements, such as advanced driver assistance systems.

14. During the biennium, the Working Party on the Transport of Dangerous Goods adopted several amendments to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), which entered into force in January 2015. They refer to parts 8 and 9 of ADR, providing requirements for vehicle crews, equipment, operation and documentation, and for the construction, type approval of vehicles, ADR approval and annual technical inspection. A new edition of ADR was published in 2015.

15. The International Maritime Organization/International Labour Organization/ECE Guidelines for Packing of Cargo Transport Units (CTU Code) were endorsed in 2014 and became effective in 2015. These non-mandatory guidelines are intended to increase safety in the handling of containers and reduce the number of incidents across transport modes attributed to poor practices in the packing of cargo transport units and incorrect declaration of contents, which have an impact on the public or transport and supply chain workers. The CTU Code can also be used as a reference base for national regulations.

16. Access to emergency and essential services is extremely limited in many parts of the world, resulting in treatable road traffic injuries leading to death or disability. In its resolution 68/269, the General Assembly invited Member States to develop and implement comprehensive policies on post-crash care and, in May 2015, the sixty-eighth World Health Assembly adopted resolution WHA68.15 on strengthening emergency and essential surgical care and anaesthesia as a component of universal health coverage. In that resolution, the World Health Assembly highlighted the importance of expanding access and improving the quality and safety of services; strengthening the surgical workforce; improving data collection, monitoring and evaluation; ensuring access to safe anaesthetics; and fostering global collaboration and partnerships. The resolution will help countries to adopt and implement policies to integrate safe, high-quality and cost-effective surgical care into their health systems.

IV. Technical support and collaboration

17. Described below are activities along the five pillars of the Global Plan for the Decade of Action for Road Safety.

A. Pillar 1: Road safety management

18. The Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods continued its work on how to use intelligent

transport systems to improve safety and security in the transportation of dangerous goods through two meetings of the informal working group on telematics in 2013 and 2014, and ongoing tests in real conditions with the objective of delivering an interoperable system of transport telematics for the safe and secure transport of dangerous goods by road. A pilot database that is being tested was developed by ECE to facilitate reporting and distribution of information regarding involving dangerous goods. Furthermore, to mitigate the road safety threat caused by transport of oil and by-products on the roads, in 2013 ECE published and widely distributed the ADR road map to promote and facilitate the implementation of ADR.[2]

19. To further strengthen recognition of the road safety situation in Africa, ECA, in collaboration with ECE, organized a workshop on United Nations road safety conventions and approaches to preventing drinking and driving, held in Addis Ababa in November 2014. At the workshop, participants from African English-speaking countries reviewed progress in the implementation in Africa of pillar 1, Road safety management, and pillar 4, Safer road users. Several recommendations were made on preventing drinking and driving and surveys on the issue were undertaken in Cameroon and the United Republic of Tanzania as part of the workshop. Another workshop was held for French-speaking African countries in Addis Ababa in July 2015, as part of which a survey on drinking and driving was undertaken in Burkina Faso.

20. ECE held a regional multisectoral road safety workshop in Belgrade in October 2014, in partnership with the Government of Serbia and the Regional Cooperation Council in Belgrade, with the support of the World Bank and the Government of Italy, to discuss such issues as the establishment of a lead agency or other coordinating bodies, developing a national strategy, setting realistic and long-term targets, funding and data support systems for monitoring and evaluation. In addition, ECE, in collaboration with ESCAP and the Economic Commission for Latin America and the Caribbean (ECLAC), under the United Nations Development Account, is undertaking a project to strengthen the national road safety management capacity of selected countries. The project builds on the results of a previous project funded under the Development Account, entitled "Improving global road safety: setting regional and national road traffic casualty reduction targets", which successfully supported Governments in low-income and middle-income countries to develop regional and national road safety targets and to exchange experiences on good practices for achieving those targets by 2015.

21. ECLAC continued to raise the profile of road safety issues at the national and regional levels and helped to improve road safety reforms through better use of data. ECLAC has established road safety as a key component of the logistics and mobility policy for Central American countries and also joined the region's efforts in enhancing its data collection system, in close coordination with the Pan American Health Organization (PAHO) and with subregional institutions such as the Central American Economic Integration Secretariat and the Mesoamerican Integration and Development Project. ECLAC has provided assistance to the national road safety agencies, such as the national commission for road safety of Chile, and to the relevant activities of multilateral banks, non-governmental organizations and universities aimed at improving policies and data systems in the region.

[2] Available from www.unece.org/trans/danger/publi/adr/adr_roadmap.html.

22. In February 2015, PAHO hosted a meeting in Bogotá with representatives of Belize, Colombia, Costa Rica, the Dominican Republic, El Salvador, Guatemala, Honduras, Nicaragua, Mexico and Panama to identify the main elements of a proposed plan of action on road safety for Mesoamerica and share preliminary ideas of plans in cities.

23. In August 2014, Monash University Injury Research Institute, a WHO collaborating centre in Melbourne, Australia, hosted a regional training session on safe systems for a multisectoral group of senior officials from Cambodia, China, the Lao People's Democratic Republic, Malaysia, Mongolia, the Philippines, Samoa and Viet Nam. The interactive programme was designed around Victoria, the successful introduction in Australia of the safe systems approach to road safety and how the experience acquired and lessons learned might be adapted for implementation in developing countries.

24. ESCAP provided technical assistance to member countries to promote the harmonization of road traffic rules, road signs and signals and the implementation of the 1968 Convention on Road Traffic and the 1968 Convention on Road Signs and Signals through national workshops, including in Sri Lanka and Viet Nam, and a four-week training programme on road safety and traffic management, in collaboration with the Asian Institute of Technology Extension in Bangkok, for officials from the Democratic People's Republic of Korea in January and February 2014.

25. In December 2013, ESCAP and ECE, in collaboration with the Ministry of Road Transport and Highway of India and the Institute of Road Traffic Education, organized the first Europe-Asia Road Safety Forum, held in India. The Forum provided opportunities for stakeholders in Asia and Europe to share knowledge and experience and to discuss key benefits and challenges facing ESCAP member countries in acceding to and implementing the United Nations road safety conventions.

26. To foster better road safety management in its operations, the European Investment Bank launched an action plan for road safety in mid-2014, followed by road safety guidelines for its operations in 2015. The Bank also requires road authorities to adopt best practices for road safety in the planning, design and operation of roads financed by the Bank, supported by technical assistance for national authorities financed through regional funds, as needed.

27. The Inter-American Development Bank has helped countries, including Argentina, Colombia and Jamaica, to implement their national road safety plans through institutional strengthening. The operation in Jamaica has resulted in a pilot project to set up a road safety observatory. The initiative is part of a larger effort to include Caribbean countries in the Inter-American Road Safety Observatory, of which the Inter-American Development Bank, the Andean Development Corporation, the Organization for Economic Cooperation and Development (OECD) and the World Bank are important partners.

28. Development banks participating in the Multilateral Development Bank Road Safety Initiative[3] continued to harmonize practices. In May 2014, the Andean Development Corporation published guidelines for road safety projects of the Bank

[3] See http://siteresources.worldbank.org/INTTOPGLOROASAF/Resources/WB_GRSF_MDB_web.pdf.

within the framework of the Initiative. In March 2015, the Initiative became an official working group under the Sustainable Transport Working Group of the Bank.

29. Several documents have been published in the field of road safety management, such as: the United States National Highway Traffic Safety Administration and the Institute for Road Traffic Education draft legal structure for traffic safety for two-wheeled vehicles using international standards (March 2015); the white paper commissioned by the National Highway Traffic Safety Administration on two-wheeler safety in South-East Asia; the publication *Breaking the Deadlock: A Social Impact Investment Lens on Reducing Costs of Road Trauma and Unlocking Capital for Road Safety*,[4] developed by advisers to the Group of Eight Social Impact Task Force commissioned by the FIA Foundation for the Automobile and Society, outlining the potential for social impact investment to provide the bridge between the annual cost of road trauma to emergency services, health, welfare, insurance and economic growth representing 1 to 5 per cent of gross domestic product and the solutions such as safer roads, safer vehicles and safer road users.

30. The Monash University Accident Research Centre, in collaboration with the University of Adelaide Centre for Automotive Safety Research, hosted a five-day executive road safety leadership training session in Melbourne in November 2014, attended by senior government officials from Australia, India, South Africa and Trinidad and Tobago. South Africa has committed to ongoing executive training during the Decade of Action.

B. Pillar 2: Safer roads and mobility

31. Governments, development banks and automobile club partners working with the International Road Assessment Programme (iRAP)[5] worldwide are actively setting star rating policy targets to systematically improve road infrastructure safety. This includes targets for no one-star or two-star roads by 2020 in the Netherlands, four-star roads of national importance in New Zealand, 90 per cent of travel on three-star or better roads in the United Kingdom of Great Britain and Northern Ireland and recommendations for four-star roads for pedestrians through linear settlements from the Asian Development Bank. The World Bank has supported the State-led specification of minimum three-star design standards for corridor projects in Karnataka State in India, and the Fund for Global Health has established a three-star road coalition to advocate that roads in developing countries be built to a minimum three-star safety standard for all road users. iRAP has developed a star rating policy fact sheet to support the development of road infrastructure policy instruments worldwide. Star ratings assessments have been undertaken on more than 200,000 km of roads in countries in the past two years, including Brazil, China, Egypt and India, with the support of the Global Road Safety Facility and Bloomberg Philanthropies, and many roads are under construction to improve their star rating. In addition, the ChinaRAP team at the Research Institute of Highway is guiding the State Council-endorsed "Highway safety to cherish life" project, which will make safety improvements to roads on which millions of people travel each day. The Government of Mexico has undertaken more than 40,000 km of reassessments to

[4] Available from www.fiafoundation.org/connect/publications/breaking-the-deadlock.

[5] See www.irap.org/en/.

measure improvement in star ratings across the country following targeted investment to improve safety. The European Union-supported SENSoR projects assessed high-risk roads in 14 countries in South-East Europe, with countries such as Slovakia and Slovenia implementing star rating targets and upgrading roads based on the iRAP recommendations. In the United States of America, Utah and Alabama have begun assessments of more than 200,000 km of roads. Australia has set a target for more than 50 per cent of all key routes to be assessed by the end of 2017. iRAP assessments have also been undertaken in Brunei Darussalam, Chile, Cambodia, Indonesia, Japan, the Netherlands, Papua New Guinea, Qatar, the Republic of Korea, South Africa, Spain, Ukraine and Uruguay, as well as in the Cayman Islands. Capacity-building programmes and resources have been developed to promote safer roads and mobility.

32. The European Investment Bank has implemented the European Union directives on road safety through mandatory procedures on projects on the trans-European road network and all relevant road projects outside the European Union since 2011. The application of the mandatory procedures was streamlined during 2014 and 2015, including road safety impact assessments, audits and inspections, depending on the type and scope of the project.

33. The Inter-American Development Bank has supported the implementation of a road safety component on the Pacific Corridor Acceleration Project, which is under the umbrella of the Mesoamerican Integration and Development Project to identify potential crash hotspots using the iRAP methodology and a public awareness campaign entitled "Road safety caravan: safe roads for all".

34. A focus on improving child road safety has been deployed using the iRAP star rating of schools to target, implement and measure the safety of roads around schools. Together with partners, including the Janssen Pharmaceutical Companies of Johnson & Johnson, the FIA Foundation, the Road Safety Fund, FedEx, Safe Kids Worldwide, Takalani Sesame, WorleyParsons and Iveco, pilot projects have been completed and roads upgraded in Mexico City and Cape Town, South Africa, in partnership with the local road agencies.

35. The Geneva Programme Centre of the International Road Federation launched a road safety challenge in March 2015. The Federation has brought together ministers from Africa under the auspices of the African Union, the World Bank and ECA to encourage specific and measurable actions and launch a debate on data collection. An Africa chapter of the Federation has been established. At the third African Road Safety Conference, held in Addis Ababa in July 2015, participants from English-speaking and French-speaking African countries undertook a midterm review of the African Road Safety Action Plan, considering the progress of implementation of all pillars of the Decade. The Conference was organized by ECA, in collaboration with the African Union Commission, the International Road Federation, the African Transport Policy Programme, the Global Road Safety Facility and the African Development Bank, and focused on data, institutional capacity-building, financing, safe infrastructure and advocacy.

36. In April 2015, the United States Department of Transportation signed a memorandum of cooperation with the Minister of Road Transport, Highways and Shipping of India and, in June 2015, with the Minister of Transport of South Africa to provide technical assistance and share best practices on transportation topics, including road safety and urban transport planning. In June 2015, the Department

hosted a workshop with the Department of Transport of South Africa on best practices in urban transport planning.

37. An increasing number of countries have used road safety audits for new road projects and road safety inspections for existing roads, for which the World Road Association has produced guidelines that take into account the human factors for the understanding and assessment of road safety hazards. Guidelines for road safety audits and inspections have been the basics for the implementation of road safety management in a World Bank project in Kazakhstan (2013-2014) and the Transport Corridor Europe-Caucasus-Asia project of the European Investment Bank in Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, the Republic of Moldova, Tajikistan, Turkmenistan, Ukraine and Uzbekistan (2014-2015).

C. Pillar 3: Safer vehicles

38. The World Forum for Harmonization of Vehicle Regulations continued to prescribe performance-based requirements for intelligent vehicle systems and to incorporate them into the United Nations regulations annexed to the 1958 Agreement and into the Global Technical Regulations developed in the framework of the 1998 Agreement. New United Nations regulations pertain to the safety-related performance of hydrogen-fuelled vehicles in case of a crash and provisions on side impact performance and heavy-duty vehicle brake systems.

39. Regarding intelligent transport systems, ECE and the International Telecommunication Union organized symposiums on the theme "The future networked car" in 2014 and 2015. In November 2014, ECE and the Federal Public Service Mobility and Transport of Belgium organized a workshop following the ECE Road Map for promoting intelligent transport systems, which includes global action on harmonizing policies to ensure data security.

40. The 2014 annual meeting of the Global New Car Assessment Programme, a platform for collaboration among assessment programmes worldwide, was hosted by the China New Car Assessment Programme and held in Tianjin, China, in October, with assistance from Bloomberg Philanthropies and the FIA Foundation. The meeting featured progress reports from new assessment programmes in Latin America and the Association of Southeast Asian Nations region; both regions have significantly increased the number of "five-star" results in their crash test ratings, which confirms the effectiveness of these programmes in promoting vehicle safety. The Global New Car Assessment Programme has also launched the Safer Cars for India project, which has tested some top-selling models from the Indian market, acting as a catalyst for the Government to commit itself to introducing front-impact and side-impact standards in October 2017, and also encouraged some major car makers to make safety improvements by improving body shell strength and fitting airbags. The Programme published a report, *Democratizing Car Safety — A Road Map for Safer Cars 2020*,[6] in which it is highlighted that millions of new cars are currently being sold that do not meet the United Nations minimum safety standards and thus lack life-saving technologies such as airbags, crumple zones and electronic stability control. The road map contains 10 recommendations, which, among other things, encourage Governments and manufacturers to apply United Nations crash

[6] Available from www.globalncap.org/resources/.

test regulations standards and provide incentives for consumers to purchase safer cars to ensure that by 2020 all new cars comply with the United Nations regulations on front and side crashworthiness, pedestrian protection and electronic stability control. The Programme has also published a fleet safety guide and safer car purchasing policy for 2014-2015, which advises and encourages public and private fleet managers to buy five-star models using rated results from recognized new car assessment programmes, wherever possible.

41. The Inter-American Development Bank is sponsoring a Latin new car assessment programme, the first vehicle safety programme for Latin America and the Caribbean using crash tests, with such partners as the International Automobile Federation and the Gonzalo Rodriguez Foundation. The programme has tested and rated more than 50 vehicles from 18 automobile firms in countries in the region.

D. Pillar 4: Safer road users

42. As part of the Bloomberg Philanthropies Global Road Safety Programme (2010-2014), WHO provided capacity-building activities through workshops on improving road safety legislation in 2013 and 2014 in Geneva, attended by representatives of the Governments and civil society of the nine project countries (Brazil, Cambodia, China, India, Kenya, Mexico, Russian Federation, Turkey and Viet Nam). Complementary workshops were held in 2014 in Brasilia and Curitiba, Brazil, in Beijing, and in two localities in Kenya. On the basis of the experiences and lessons learned from the workshops, WHO published *Strengthening Road Safety Legislation: A Toolkit for Road Safety Legislation Workshops*[7] in December 2014 to assist road safety practitioners and lawyers to organize technical road safety legislation workshops. In addition, a summary document was issued on the same topic targeted at government decision makers on the need for improved road safety legislation.[7]

43. The Inter-American Development Bank, the International Automobile Federation and MTV have supported Project "Luz Amarilla" in 2014 and 2015, a video competition designed for young people and traffic accident victims, to create road safety messages that promote awareness and behavioural changes. The project was based on Project Yellow Light, designed by the parents of a teenager killed in a vehicle crash in the United States. In addition, the Bank financed a pilot project entitled "Calles seguras" in three elementary and nursery schools in Costa Rica in 2014-2015, with the participation of the Road Safety Council and Sesame Workshop, with key messages about traffic safety targeting children, their parents and teachers.

44. Building on the experience of the helmet programme in Viet Nam, the Global Helmet Vaccine Initiative, launched by the AIP Foundation and its partners in Asia, Africa and Latin America, continues to encourage policy changes and investment decisions to improve and sustain motorcycle helmet use. Examples include the "Head safe. Helmet on" campaign in Cambodia in 2014-2015, sponsored by the United States Agency for International Development with technical assistance from the United States Centers for Disease Control and Prevention; the "7 per cent project" in Thailand, launched in November 2014, a three-year initiative jointly

[7] Available from www.who.int/violence_injury_prevention/publications/road_traffic/en/.

implemented by the AIP Foundation and Save the Children, focusing on school-based programmes, behavioural change communications, and enforcement to increase helmet use and awareness about helmet-wearing among children; the third phase of the Uganda Helmet Vaccine Initiative's "Your life is your wealth — wear a helmet!" campaign, with funding support from CrossRoads — the Department for International Development of the United Kingdom and the European Union, launched in February 2015; a road safety pilot project to reduce the number of road crashes, fatalities and injuries in communities around a refinery and petrochemical construction site in Viet Nam, launched in 2014; and ongoing commitments for "Helmets for kids" by Johnson & Johnson, the UPS Foundation and other corporate supporters.

45. Under a memorandum of collaboration of 2012 between the United States National Highway Traffic Safety Administration and the Institute for Road Traffic Education, the Traffic Safety Administration provided technical assistance in March 2015 to develop and open the first alcohol breath test device certification laboratory in India.

46. In June 2014, the Gonzalo Rodriguez Foundation and the MAPFRE Foundation published a research report on child restraint systems in Latin America and the Caribbean, containing an analysis on the feasibility of implementing their use as mandatory[8] and addressing the feasibility of mandatory use of child restraints in Argentina, Chile, Paraguay, Peru and Uruguay.

E. Pillar 5: Post-crash response

47. WHO hosted the biennial meeting of the WHO Global Alliance for Care of the Injured[9] from 16 member States and 11 international organizations to discuss overall strategy for the Alliance, coordination and standardization of WHO trauma data collection efforts, and metrics and indicator development. The Alliance is an international collaborative network of governmental, intergovernmental and non-governmental organizations, including professional societies, which works to improve pre-hospital, hospital and rehabilitation care for the injured. The WHO Trauma Systems Assessment Tool and the Minimum Data Set for Injury underwent a review by the Alliance and will be released later in 2015.

48. In March 2015, the Federación Iberoamericana de Asociaciones de Víctimas contra la Violencia Vial and the MAPFRE Foundation published a research report on the post-crash response in Ibero-American countries,[10] defining a framework for post-crash response and examining the situation of crash victims in 13 countries of Latin America and Portugal and Spain.

49. The Global Alliance of NGOs for Road Safety has grown to include more than 140 members from 90 countries. In Marrakech, Morocco, in March 2015, it held its fourth global meeting, with capacity development training sessions on data analysis and fundraising. A debate on alcohol sponsorship was also held, which included evidence on the scale of alcohol-related harm. The Alliance has established a

[8] Available from http://bit.ly/1paoT8k.

[9] See www.who.int/violence_injury_prevention/services/gaci/en/.

[10] Available from www.fundacionmapfre.org/fundacion/es_es/seguridad-vial/investigacion/respuesta-siniestros-transito-iberoamerica.jsp.

post-crash survivors-led working group for which the European Federation of Road Traffic Victims has produced a concept note on justice and the post-crash response.[11]

V. Advocacy

50. Several meetings of the Friends of the Decade, an informal group of Governments and international agencies instrumental in shaping the agenda for the Decade of Action for Road Safety, have been held since the previous report. These include meetings in Brazil, Sweden and Switzerland. On 14 November 2014, the Government of Brazil and WHO hosted a meeting of the Friends of the Decade on preparations for the second high-level global conference on road safety, to be held in November 2015. The meeting brought together representatives of nine member States and six international agencies. Participants took decisions relating to the theme for the conference and the desired outcomes, the programme and the invitation process, among other things. Two additional meetings were held to continue to provide input and guidance for the conference.

51. In May 2014, some 100 policymakers, donors and private sector representatives convened for the annual Decade of Action policy and donor forum to raise awareness about the Decade and mobilize the interest of participants to support it in specific ways. The forum was opened by a representative of the Office of the Prime Minister of Australia. The actress Michelle Yeoh made pleas for the inclusion of road safety in the post-2015 development agenda and for active participation in the United Nations My World 2015 global survey. The forum was part of a global week of action to encourage participation in the My World 2015 survey,[12] in which 2 million people have cast their votes to date.[13]

52. In May 2015, the Governments of Brazil and the Russian Federation hosted a side event during the sixty-eighth World Health Assembly, entitled "Preserving lives: progress in the Decade of Action for Road Safety 2011-2020 and the second global high-level conference on road safety". The event was opened by the Minister of Health of Brazil, who encouraged all ministers of health to attend the high-level global conference on road safety to be held in Brasilia in November 2015. Statements were made by the Vice-Minister for Internal Affairs of the Russian Federation, the Minister of Health of Thailand, the Deputy Minister of Health of South Africa, the Deputy Assistant Secretary of the Public Health Service of the United States, the Special Envoy of the Secretary-General for Road Safety and the Director of the Federación Iberoamericana de Asociaciones de Víctimas contra la Violencia Vial.

53. ECE launched two e-books. The first was on the international symposium held in March 2013 on alcohol-related crashes involving vulnerable road users. The second included presentations, interviews and film clips from the regional road safety workshop that was held in Addis Ababa in November 2014, in partnership with ECA. On International Level Crossing Awareness Day 2014 (3 June), ECE launched a film, *Saving Lives at Level Crossings*, produced in partnership with the

[11] Available from http://fevr.org/wp-content/uploads/2015/08/Final-FEVR-post-crash-response-concept-note-1.pdf.

[12] See www.fiafoundation.org/blog/2014/may/decade-of-action-forum.

[13] See http://vote.myworld2015.org/.

International Union of Railways and the Swiss Federal Office of Transport. A special one-day round table on exploring the use of legal instruments on road safety to address safety policies in low-income and middle-income countries with regard to powered two-wheeled vehicles was held in March 2015, organized in partnership with the Governments of France, Italy and the United States.

54. To mark United Nations Global Road Safety Week, UNICEF and the FIA Foundation published a joint report, entitled "Safe to learn: safe journeys to school are a child's right",[14] which argues for a holistic "safe system" approach to improving road safety, linked to an agenda of child rights, and the sustainable development goals. The report included a call for the experience in developing safe routes to school in high-income countries to be extended to low-income and middle-income countries. The Executive Director of UNICEF led calls for action in this regard in a #SaveKidsLives launch in New York City during Global Road Safety Week 2015.

55. The Global Road Safety Partnership continued to promote the implementation and enforcement of strong policies relating to road safety, supporting targeted interventions with vulnerable population groups and building road safety capacity in countries. The Partnership enhanced the capability of almost 30,000 road police around the world through a range of strategies, including strengthening key policy documents and plans, delivering train-the-trainer programmes, mentoring and coaching senior and operational police, partnering with high-level organizations and undertaking exchange visits. With funding from Bloomberg Philanthropies, the Partnership continues to administer road safety grants to civil society organizations to enable them to influence decision makers to accord priority to and implement road safety policies that will contribute to a reduction in deaths and serious injuries on roads. During the reporting period, 40 grants were awarded to civil society organizations.[15]

56. The 3-Star Coalition, established by the Fund for Global Health, is advocating newly upgraded roads in developing countries to be built to a minimum three-star safety standard (as defined by the iRAP programme) for all road users.

57. With funding from Bloomberg Philanthropies, WHO supported countries to increase the quantity and improve the quality of road safety reporting globally. For example, in May 2014, WHO launched an eight-month road safety fellowship programme for journalists in Cambodia. The programme benefited reporters from print, television, radio and online media, with the objective of increasing and improving the quality of reporting on road safety in Cambodia. In addition, in 2015, WHO published a road safety media brief[16] to support journalists producing stories on road safety. The brief compiles information on various road safety topics, with the objective of making the information more easily accessible to media from all over the world.

58. The first international forum on child road safety[17] was held by the Gonzalo Rodriguez Foundation in Uruguay in May 2014, with the support of FIA Foundation

[14] Available from www.unicef.org/education/files/Safe_to_Learn_report.pdf.

[15] See www.grsproadsafety.org/grants-programme.

[16] Available from www.who.int/violence_injury_prevention/publications/road_traffic/media_brief/en/.

[17] See http://www.gonzalorodriguez.org/index.php/es/seguridad-vial-es/fisevi.

and the MAPFRE Foundation, to promote safety of children on the road and to disseminate safe practices for Uruguay and other countries in Latin America and the Caribbean. The forum, which featured more than 200 participants, resulted in the Declaration of Montevideo[18] in which immediate actions were requested to ensure the safety of children on the road.

59. In December 2014, Safe Kids Worldwide held the Safe Roads Safe Kids Global Road Safety Summit in Washington, D.C. More than 240 participants from 30 nations focused on the risks that children face on the roads and the actionable steps needed.

60. Johnson & Johnson held a number of regional fleet safety conferences leading up to the third United Nations Global Road Safety Week to raise awareness around the Decade of Action for Road Safety and vulnerable road users, and work towards achieving International Organization for Standardization 39001 road traffic management systems certification.

61. In 2014, the Network of Employers for Traffic Safety, a global road safety non-governmental organization, made available its comprehensive guide to road safety in 21 languages and free of charge. The Guide draws on information gathered by the Network's Strength in Numbers Road Safety Benchmark members, representing more than 100 companies with fleet operations in 180 countries. The Guide was launched to assist employers in the private and public sectors with fleets of any size in advancing global road safety.

62. In March 2014, the Global Road Safety Facility, in cooperation with the Institute for Health Metrics and Evaluation, launched *Transport for Health: the Global Burden of Disease from Motorized Road Transport*[19] at the Overseas Development Institute in London. Building on previous *Global Burden of Disease* studies, the report quantifies the health impacts from injuries owing to road traffic crashes over the last two decades, and air pollution from vehicles. Findings show that injuries and pollution from vehicles contribute to 6 of the top 10 causes of death globally. Combined with the health losses from vehicle pollution, the road transport death toll exceeds that of HIV/AIDS, tuberculosis, malaria or diabetes.

63. The FIA Road Safety Grant Programme continues to support road safety activities by automobile clubs of FIA. With the support of the FIA Foundation, the programme has awarded significant funding for more than 100 safety initiatives in over 50 countries for awareness campaigns; educational and training activities; road infrastructure and vehicle inspection programmes; and conferences, events and workshops. In 2015, FIA established a new high-level initiative to engage the private sector, with the goal of increasing international awareness and fundraising efforts a particular focus on innovative financing options.

VI. Data collection and research/monitoring of the Decade

64. In its resolution 64/255, the General Assembly invited WHO and the United Nations regional commissions to coordinate regular monitoring of global progress

[18] Available from www.foroisevi.org/media/noticias/FISEVI_2014_DECLARACION_DE_MONTEVIDEO.pdf.

[19] Available from http://documents.worldbank.org/curated/en/2014/01/19308007/transport-health-global-burden-disease-motorized-road-transport.

and to develop global status reports on road safety. Data collection and analysis from 180 countries that responded to the survey has been completed for the third *Global Status Report on Road Safety*, to be launched ahead of the second high-level global conference on road safety. WHO is developing an accompanying online data visualization platform.

65. The International Traffic Safety Data and Analysis Group issued its annual report for 2014. As a permanent working group of the Joint Transport Research Centre of OECD and the International Transport Forum, made up of road safety experts and research institutes, national road and transport administrations, international organizations, universities and automobile industry and other associations from OECD and non-OECD countries, its main objectives are to contribute to international cooperation on safety data and its analysis. The annual report for 2014[20] provides an overview for road safety indicators for 2012 in 37 countries, with preliminary data for 2013, and detailed reports for each country. In 2013, the International Traffic Safety Data and Analysis Group launched the database for Latin America and the Caribbean, to support the work of the Ibero-American Road Safety Observatory.

66. ECA undertook a comprehensive midterm review of the African Road Safety Action Plan (2011-2020), adopted by African Heads of State and Government. The findings were presented at the third African Road Safety Conference, in preparation for the second high-level global conference on road safety.

67. Member countries of the Ibero-American Road Safety Observatory are collaborating in the collection of data and statistics. A seminar on data collection for road safety data coordinators was delivered by experts from PAHO/WHO. In September 2013, in Sao Paulo, Brazil, a special event on motorcycle road safety was held in cooperation with the Observatory and was attended by experts from Latin America, Asia, Oceania and Europe, along with local stakeholders, such as representatives of motorcyclists' unions. The OECD-International Traffic Safety Data and Analysis Group International Congress on the theme "Better safety data: for better road safety outcomes", jointly organized by the Group and the Observatory, was held in Argentina in November 2013, and attended by more than 300 people from over 40 countries.

68. On 27 and 28 August 2014, WHO, in collaboration with the Emergency Medicine Association of Tanzania, hosted a two-day multi-country workshop to review implementation of fatal injury surveillance in mortuaries and hospitals. With the support of WHO, such systems have been established in select mortuaries in Kenya, Mozambique, the United Republic of Tanzania and Zambia.

69. iRAP has launched the latest "Vaccines for roads" report that summarizes the safety performance of the world's roads. Over 500,000 km of road has now been assessed across more than 70 countries and more than half of the roads are only one-star or two-star standard for all road users (five-star being the safest). The iRAP datasets also include fatality estimation data at the local level that can assist agencies in targeting action across all aspects of the safe system response, in particular where historical crash data are not available.

[20] Available from www.internationaltransportforum.org/pub/pdf/14IrtadReport.pdf.

VII. Financial support

70. Over the past years, the World Bank has steadily increased the amounts and substance of its road safety lending and seeks to ensure that there is sustainability in the interventions beyond the funding provided through capacity-building programmes. New funding for the Global Road Safety Facility was obtained from the Department for International Development of the United Kingdom and Bloomberg Philanthropies to carry out scientific and managerial capacity-building in low-income and middle-income countries.

71. In February 2015, Bloomberg Philanthropies awarded $125 million over a five-year period to a consortium of partners, including Embark, the Global New Car Assessment Programme, the Global Road Safety Programme, the Johns Hopkins Bloomberg School of Public Health, the National Association of City Transportation Officials, the Union North America, the World Bank Global Road Safety Facility and WHO, to reduce fatalities and injuries from road traffic crashes in low-income and middle-income countries and cities.[21] The five countries are China, India, the Philippines, Thailand and the United Republic of Tanzania. The 10 cities are Accra, Addis Ababa, Bandung (Indonesia), Bangkok, Bogotá, Fortaleza (Brazil), Ho Chi Minh City, Mumbai (India), Sao Paulo (Brazil) and Shanghai (China). The programme will work at the national level to strengthen road safety legislation. In addition, the programme is providing funding to support a series of global status reports on road safety.

72. The European Investment Bank invests in road safety through its transport lending policy within the European Union, by financing safety components integrated in construction and rehabilitation projects. The Bank also seeks to transfer the requirements and lessons learned in the European Union to all countries of operation of the Bank and uses road safety as a basic eligibility criterion for funding on certain project types. The Bank continues to provide funding for research and development involving new technologies, including active and passive safety systems used in cars, commercial vehicles and motorcycles. Outside the European Union, the Bank facilitates grant funding for road safety awareness campaigns on projects co-financed with other development partners. The campaigns are timed with the completion of road projects and typically aimed at safety for vulnerable road users. During 2014 and 2015, three new potential schemes with awareness activities in Kenya, Papua New Guinea and Timor-Leste were added.

73. Several partners have provided funding to support travel by representatives of low-income countries to the second high-level global conference on road safety including the World Bank, the FIA Foundation and the United States Department of Transportation.

74. Funding support for a number of road safety projects in low-income and middle-income countries and to support civil society events has been provided by private sector organizations, such as Johnson & Johnson, Jansen, Michelin, Shell, Toyota and Total, and the Global Road Safety Initiative.

[21] See www.bloomberg.org/press/releases/bloomberg-philanthropies-global-road-safety-program-inviting-select-cities-countries-compete-funding-support/.

VIII. Conclusions and recommendations

75. Since the previous report, many activities have been undertaken at the national regional and global levels by the road safety community.

76. More action needs to be undertaken to meet the goal of the Decade of Action for Road Safety (2011-2020) and the sustainable development goals to reduce deaths, in particular with regard to protecting vulnerable road users, enacting and enforcing good road safety laws and addressing vehicle and infrastructure safety.

77. Financial support remains a challenge and more funding is needed to support road safety activities.

78. To ensure that the Decade of Action for Road Safety achieves the goal of saving 5 million lives, it is recommended that the General Assembly call upon Member States:

(a) To address road safety holistically, beginning with the implementation or continued implementation of a good road safety management system, including having a lead agency; interdepartmental cooperation between the department of roads/transport, police/justice, health and education; developing national road safety plans in line with the Global Plan for the Decade; and setting quantitative targets for reducing injuries and fatalities;

(b) To accede to the United Nations international legal instruments on road safety, such as the 1968 Conventions on Road Traffic and Road Signs and Signals, and to promote and implement those tools;

(c) To develop comprehensive legislation on risk and protective factors, protect bystanders and first responders, and strengthen enforcement in order to achieve the target set by the General Assembly of increasing the proportion of countries with comprehensive legislation to 50 per cent by 2020;

(d) To strengthen the enforcement of existing legislation and advocacy efforts in order to achieve reductions in injuries and fatalities;

(e) To improve the quality of road safety data, including strengthening efforts to collect appropriate data for road safety management, such as health, social and economic impacts and the cost-effectiveness of interventions, and monitor progress in road safety;

(f) To strengthen and improve pre-hospital care, trauma and rehabilitation services;

(g) To improve infrastructure, including by targeting the highest volume 10 per cent of existing roads and set appropriate road infrastructure star rating targets for all relevant road users and adopting minimum three-star standards and road safety audits for all new road construction;

(h) To scale up funding for road safety endeavours and develop sustainable and innovative financing mechanisms;

(i) To ensure political support and financial commitment for the sustainable development goals in order to achieve the ambitious target of halving the number of road traffic deaths by 2020;

(j) To observe the World Day of Remembrance for Road Traffic Victims;

(k) To participate actively in the second high-level global conference on road safety, to be held in Brazil in November 2015.

79. **The General Assembly may also wish to encourage Member States:**

(a) To support a process for the development of global, regional and national road safety indicators and targets;

(b) To act upon the results, conclusions and recommendations of WHO global status reports on road safety;

(c) To develop and implement strategies that pay particular attention to vulnerable road users;

(d) To participate in new car assessment programmes;

(e) To request that a report be submitted to the Assembly at its seventy-second session on these matters.